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# INFORMATION REPORT

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COUNTRY Yugoslavia

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**SUBJECT** Yugoslav Railway Developments

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1. Several technical schools for future railroad employees which have been organized in Yugoslavia are known as "Railways of the Pioneers". Students combine actual work with classroom studies and are now employed on a total of 675 kilometers of track, including new construction, repair of war-damaged track and narrow gauge track leading to mines and saw-mills. Construction work by the students has been curtailed to some extent by lack of materials which formerly came from Czechoslovakia and which now have been ordered from Italy.
2. Work has been intensified on the Val di Pedena - Stalije Section of the Stalije - Lupoglav line. This section, the only unfinished part of the railroad, is scheduled to be completed by the end of 1949.
3. The new railroad line connecting Niksic with Titograd and passing through Danilograd will be 55 kilometers in length and, for most of the distance, will follow the course of the Zeta River. Railway stations have been built at Niksic, Stubica, Ostrog, Slap, Danilograd, Spuz and Titograd. Principal bridges and tunnels of the line are as follows:
  - a. Bridge, 60 meters in length, over the Moraca River near Titograd.
  - b. Viaduct, 110 meters long, on a curve of the railroad between the villages of Povijsa and Stubica.
  - c. Viaduct, 90 meters long, between the station of Stubica and the village itself.
  - d. Bridge, 200 meters in length, over the Zeta River near the town of Kliceve.
  - e. Tunnel, 1200 meters in length, beginning at the Zeta River and extending in a southerly direction towards the village of Medvede.
4. The construction of the Samac - Sarajevo line will have both economic and military advantages. Beginning at Samac, a town on the Sava River linked by trunk line to Vinkovci on the main Belgrade-Zagreb line, the new railroad will extend this line to the center of Bosnia.

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CENTRAL INTELLIGENCE AGENCY

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Economically, this line will link the mineral areas of Sarajevo, Zenica and Vares with the Belgrade-Zagreb line, the most important one in the country. The economic and military advantages are as follows:

- a. In the past the coal basins of Zenica, Kakanj and Breza and the iron ore and chrome deposits of Vares, Ljubija and Drikaja have not been developed extensively because of the difficulty in transporting materials to industrial areas. Aside from facilitating the exploitation of already existing mines, it will permit the transportation of machinery for the development of newly discovered coal fields at Pribini Tesnje, (sic) Teslic, Maglaj, Zepce, Novo Sehor and Monte Rn and the new iron ore fields of Srednji, Cevljanovic, Fojnic and Kresovo.
  - b. From a military point of view, this will permit Northern Yugoslavia to be linked, via Sarajevo, with the port of Metkovic, which is now being developed and is considered one of the safest ports in the country. Technically, the railway has been constructed along the old narrow-gauge track from Sarajevo to Slavonski Brod, where it follows the course of the Bosna River, turns right to cross the Sava River and then continues to Samac.
5. Stations along the line are being built at Samac, Bosanski Samac, Modrica, Kotorako, Doboj, Usora, Tesanj, Maglaj, Zavidovic, Zepce, Vranduk, Zenica, Lasva, Kakanj, Visoko and Sarajevo.
  6. The construction of this line was made possible by the employment of large numbers of Youth and Peoples' Front "volunteer" work brigades. Many of these groups were sent from great distances to participate in the project. It is estimated that more than 180,000 workers, divided into six groups of 30,000 each, have been employed on the line, each group working an average of 15 days on the project. The entire length of the line was divided into sections, and one or more work groups of 500 men each were assigned to each section. The eleven sections into which the line has been divided for construction purposes are:

Section 1 -	Headquarters at	Modrica
Section 2 -	"	" Doboj
Section 3 -	"	" Doboj
Section 4 -	"	" Maglaj
Section 5 -	"	" Unspecified site
Section 6 -	"	" Vranduk
Section 7 -	"	" Zenica
Section 8 -	"	" Lasva
Section 9 -	"	" Visoko
Section 10 -	"	" Sarajevo
Section 11 -	"	" Special section for the construction of bridges on the Sava and Samac Rivers and the tunnel through Vranduk Mt.

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